

THIRTY DOLLARS
PER ANNUM

Intimations.

[29]

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st April, 1901.

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"HAILONG."
Captain Bathurst, will be despatched for the above Ports, on WEDNESDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 6th May, 1901. [491c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship

"ESMERALDA."
Captain G. T. Blaxland, will be despatched as above on FRIDAY, the 10th instant, at 5 p.m.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 6th May, 1901. [497c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"FERDENE" 10th May.

"AFRIDI" 24th May.

"HILLGLEN" 14th June.

"LOWTHER CASTLE" 30th June.

"HEATHBURN" 17th July.

Calling at MANILA and Cebu.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 6th May, 1901. [445c]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NANTES, LEHORN and GENOA.

ALSO

VENEZIA and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAH, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO."

Captain P. Brusca, will be despatched as above on SATURDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 6th May, 1901. [498c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.
The Company's Steamship

"DAIJIN MARU."
Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 6th May, 1901. [226c]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A—THORNE'S BLEND \$10.80

B—GLENROCH, MELLOW BLEND, a fine 'Soda'

Whisky of great age. 10.80

C—ABOLOUR-GLENAYET 12.00

D—H.K.D., BLEND of the Finest Old Malt Scotch

Whiskies 14.40

WATSON'S SPECIAL:—

"E"

VERY OLD LIQUEUR SCOTCH WHISKY 15.00

Of superb quality and great age

—pronounced by all connoisseurs to be the BEST BRAND in the Far East.

Small quantities are supplied at proportionate whole sale rates.

A. S. WATSON & CO., LIMITED.

At the Peak Hospital on Sunday, the 5th instant, HENRY COOK, HOWORTH, aged 31.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 6, 1901.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

COREA.

THE MCLEAVY BROWN AFFAIR.

COREAN GOVERNMENT.

OBSCURE.

(From Our Own Correspondent.)

YOKOHAMA, 4th May.

10.40 p.m.

The Korean Government is adopting a strong attitude with regard to the McLeavy Brown affair.

Mr. McLeavy Brown has been given notice to quit his house (over which the trouble arose) and also to relinquish the control of the Customs.

Mr. Gubbins, His Britannic Majesty's Charge d'Affaires, is taking active steps to protect British interests.

REUTER'S TELEGRAMS.

THE COAL TAX.

LONDON, May 3rd.

The debate on the proposed Coal tax is of unexpected length. An adjournment has been made until Monday.

FRANCE AND RUSSIA.

It is stated in St. Petersburg that during the recent visit of M. Delcassé, an understanding was reached between France and Russia in regard to the Chinese question.

FRANCE AND RUSSIA.

M. Delcassé stated, at a Cabinet Council, that perfect agreement prevailed between the French and Russian Governments on all questions interesting both nations.

THE SUGAR TAX.

Sir Michael Hicks-Beach, replying to a deputation of workers, said that it was impossible to withdraw the Sugar duty, which was the most important part of the budget.

MINISTERIAL CRISIS IN PRUSSIA.

A Ministerial crisis has occurred in Prussia owing to Conservative and Agrarian opposition to the Emperor's canal scheme.

The Ministers of Finance, Commerce, and Agriculture, have resigned. The Kaiser has dissolved the Diet.

COMMUNICATION WITH THE NORTH.

We have received the following Express from the manager of the Joint Telegraph Companies:

The Amoy-Shanghai cable was restored on Saturday evening.

F. von der FORTEN,
Manager in China.

Hongkong, 6th May, 1901.

WEATHER REPORT.

The Observatory report says:—

On the 5th at 12.10 p.m. the barometer has risen slightly on the E. coast of China, fallen a little on the S. coast and over the Philippines.

The depression in the North is moving Eastwards over Japan. Gradients slight for E. winds on the coast, and in the N. part of the China Sea.

Forecast:—Light or moderate E. and S.E. winds; showery.

On the 6th at 11.55 a.m. barometric changes are unimportant. Pressure is highest between the E. coast of China and the Sea of Japan, lowest over the middle part of the China Sea.

Gradients slight for S.E. and E. winds on the coast, and in the N. part of the China Sea.

Forecast:—Light or moderate E. and S.E. winds; showery.

LOCAL AND GENERAL.

A good shorthand reporter is wanted; vide advertisement appearing elsewhere.

The Postmaster General advises a reduction in the rates of Parcel Post to Egypt by British Packets, to commence on June 1st.

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents.

Intending purchasers are advised to order early. See advertisement appearing elsewhere.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

The Kowloon ferry boats are now running into the new guide which the Ferry Co. has erected on the East side of Pedder's Wharf. The guide seems to enable the double-enders to get along side with less difficulty than was formerly the case, but from the manner in which they bump as they enter it we have doubts as to the life of the guide. The Ferry Co. seem determined to protect the Priya wall from the onslaughts of the double-enders, and a most substantial, padded, buffer has been erected for them to charge into. So far we have not been lucky enough to see one of the ferry-boats test its

THE cases at the Magistracy to-day were of little or no importance. They consisted of petty offences such as hawking without a licence, anchoring too near the shore, petty theft, the possession of opium, etc.

It will be seen from our Shipping Reports that the s.s. *Hanoi* was ashore on Hainan Head Bank. Her passengers and mails were transferred to the *Hutong*, and the cargo was being transferred into junks. As she did not require any further assistance, we take it for granted that she is not badly ashore, but is probably aloft again by this time.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to correct the column up to date.

The following Resolution passed at the Sanitary Board meeting on the 2nd inst. is published in the *Gazette*:—

RESOLUTION.

"That the whole of the City of Victoria together with the villages of Hongkong, Lok On, Yau-nan and Mong Kok Tsui in the Kowloon Peninsula is hereby declared infected with Bubonic Plague."

Mr. GILMOUR, third officer of the British steamer *Apia*, was recently ordered by the Yokohama Ku Sushancho in default to pay ¥49 damages to the coolies Tanaka, whom Mr. Gilmour assaulted, being sentenced to 15 days imprisonment on that charge. The *Japan Gazette* now learns that Mr. Gilmour, through his Counsel, Mr. Idema, has lodged a protest against the decision of the Court.

The following despatch is published in the last *Gazette* to hand:—

Hongkong: Downing Street.

No. 99. 20th March, 1901.

Sir,—I had the honour to lay before His Majesty the King your despatch No. 53 of the 11th ultimo enclosing an account of the proceedings of the Legislative Council of Hongkong held on the 31st of January last.

2. His Majesty has commanded me to request you to assure the Legislative Council that He highly appreciates their assurance of the loyalty of the Colony.

I have the honour to be, Sir,

Your most obedient, humble servant,

J. CHAMBERLAIN.

Governor, Sir H. A. BLAKE, G.C.M.G., &c. &c. &c.

THE *Kobe Herald* of the 29th ult. says:—The American full-rigged ship *R. D. Rice*, lying off Sumiyoshi, discharging kerosene oil in case, consigned to the Standard Oil Company, was gutted by fire last night and this morning.

The disaster was almost complete, the only articles of much value saved being the officers' chronometers, sextants and other articles in their quarters. The crew have lost everything, and, as now lodged in the Segments' Institute here, none of them have more than the clothes they stand in, while one or two even had to borrow shoes on board the ships *Dunfriesshire* and *Ala*, also lying at Sumiyoshi, to which they transhipped from the burning wreck before leaving for Kobe between five and six o'clock this morning. Nothing but the shell of the vessel remains to-day. The wreck is still afloat, however, and we learn that the captain and officers left after noon with the view of having the vessel beached. If this can be undertaken the salvage of the remains of the ship will be practicable and of some value.

LAWN TENNIS TOURNAMENT.

The weather is so uncertain that it is impossible to say when the Tournament will be finished but the following fixtures have been made and it is possible will be played:—

Tuesday, May 7th.—Stout Final Single Handicap A Class. Cox owe 1/6 v. Barrett receive 1/6.

Wednesday, May 8th.—Final Professional Players. Cox and Mackay v. Maitland and Slade. Final Single Handicap B Class. Burnie (Scratch) v. d'A. Castro receive 15-3.

Thursday, May 9th.—Final Single Handicap A Class. A. Humphreys owe 2/6 v. winner of Cox, Barrett.

Saturday, May 11th.—Championship Final. Pinckney v. Cox. Double Handicap Final. Crist and Smith owe 15 v. Barrett, Yeats owe 2/6.

THE PLAGUE.

Number of cases reported up till noon of the 4th May, 1901

Chinese 289

Other Asiatics 0

Europeans 0

Number of cases reported during the past 48 hours

Chinese 35

Other Asiatics 2

Europeans 0

Total number of cases reported to date 329

Number of deaths reported up till noon of the 4th May, 1901

Chinese 272

Other Asiatics 0

Europeans 0

Number of deaths reported during the past 48 hours

Chinese 35

Other Asiatics 1

Europeans 0

Total number of deaths recorded to date 309

We regret to record the death of Mr. H. C. Howorth from plague, which took place at the Peak Hospital yesterday. Mr. H. C. Howorth was employed by Messrs A. S. Watson & Co., and was only 31 years of age. We also regret to learn that Mr. H. Thorne, a new arrival in the colony and of the same firm, is down with the disease. These are the first Europeans who have attacked by plague this year in the Colony.

SMALL-POX.

Number of cases reported up till noon of the 4th May, 1901

Chinese 60

Other Asiatics 8

Europeans 0

Number of cases reported during the past 48 hours

Chinese 0

Other Asiatics 0

Europeans 0

Number of deaths reported up till noon of the 4th May, 1901

Chinese 27

Other Asiatics 2

Europeans 0

Number of deaths reported during the past 48 hours

Chinese 0

Other Asiatics 0

Europeans 0

THE SPECIAL JURY QUESTION.

MEETING AT THE CITY HALL.

At noon to-day a meeting of Special Jurors was held at the City Hall with reference to the jury system as applied to civil cases in this Colony.

There were present Messrs:—G. C. Anderson, A. Babington, J. W. Bolles, R. Cooke, D. W. Craddock, J. Danby, A. Denison, W. H. Gaskell, J. N. Goosmann, W. D. Graham, S. Hancock, A. Haupt, Ho Fook, H. Taylor, R. K. Leigh, Tze San Liao, J. A. McKie, H. M. Mody, A. G. Morris, D. E. Moses, J. Orange, E. Osborne, D. E. Brown, J. C. Peter, J. W. F. Playfair, W. Poate, W. H. Potts, W. H. Ray, A. J. Raymond, T. J. Rose, D. W. Rutter, W. Saunders, R. G. Shaw, J. J. Smith, C. H. Thomson, G. S. Tomlinson, A. Turner, R. C. Wilcox and P. Witkowski.

On the motion of Mr. Poate, Mr. R. Shewan was voted to the Chair.

Mr. Shewan, having explained the object for which the meeting had been called, said that he did not want to see the system of trial by jury in civil cases dispensed with altogether. It was an excellent system in the case of a wealthy litigant, and he could not go so far as to advocate the abolition of juries in civil cases altogether.

He then read a memorandum referring to the practice in the Straits Settlements and went on to point out that of late there had been several cases of special juries being called in trivial cases simply at the whim of one or other of the litigants. In one case which had come under his notice the Judge had aside a part of the finding of the jury, and if the Judge had power to do so he really did not see the value of a jury at all.

On the other hand, there were many cases in which a sensible Judge was glad of the advice of trained business men on business matters. A Judge could not be expected to be an expert in business customs and procedure, and on these points it was often necessary that he should be advised.

In a small place like Hongkong the calling of juries in civil suits of an unimportant nature bore hardly upon the limited number of Special Jurors, and he thought that the work of the jurymen would be much more evenly distributed if the names of their clients from a list of names submitted for any particular jury (Appellate).

He said of opinion that the Clerk of the Court should see that a Special Jury was called upon to serve a second time until such time as all the others on the list had served their turn. At the same time, he would rather have waited to see the result of the working of the new code of civil procedure upon which the Chief Justice was now at work, but as the Special Jurors had put their hands to the plough and had called the present meeting he was willing to vote in favour of the resolution. His suggestion was that the meeting should pass a resolution and appoint a committee to write to the Government on the subject.

Mr. Osborne pointed out how the other day he and several other Special Jurors were called to sit upon a trivial case in which the labels on milk tins were concerned, and went on to protest against the practice at present in vogue in Hongkong of calling special juries in trivial cases. He said that busy business men could not be dragged out at the whim of the last appointed solicitor's clerk to sit in a dusty court and listen to the laboured discourses of learned counsel on trivial cases. It should not be possible for anyone to thus abuse the jury system. He did not think that our ancestors who fought and died in defence of the axiom that a man was entitled to be tried by his peers had in their minds that their noble action would ever lead to the privilege of trial by jury degenerating into our local travesty and absurd parody of a sacred right. He thought that the Government ought to be asked to abolish the system of special juries in civil cases and proposed the following resolution:—"That in the opinion of this Meeting the jury system as applied to civil cases constituted at the unnecessary hardship upon jurors, and the Government be asked to legislate for its total abolition in such cases."

Mr. Shewan pointed out that when he was asked to take the chair at the meeting he did not know that Mr. Osborne proposed to go so far as this. He did not believe in abolishing special juries altogether. He must therefore withdraw his promise of support.

Mr. Osborne expressed his willingness to alter the form of his resolution and

Mr. Shewan proposed as an amendment that the resolution be made to read:—"In which in the opinion of the Chief Justice or Judge, for the time being, such jury is not advisable."

Mr. Wilcox seconded.

Mr. D. E. Brown proposed that an amendment be added to the effect that "to lessen the likelihood of special juries being called in unimportant cases the Government be asked to limit the minimum daily fee of fifty dollars per jurymen."

Mr. Poate seconded.

After some further discussion the resolution and amendments were put and carried unanimously.

On the proposition of Mr. Danby the following gentlemen were appointed to draw up a letter to the Government upon the subject: Messrs. Osborne, Poate and D. E. Brown.

Mr. Playfair suggested that the Unofficial Members of the Council be asked to lend their support to the movement, and a vote of thanks to Mr. Osborne and the Chairman having been passed, the meeting broke up.

THE BROUGH COMPANY AT THE THEATRE ROYAL.

"AN IDEAL HUSBAND."

On Saturday night the Brough Company staged this very clever comedy by the late Oscar Wilde. It is the story of a distinguished politician Sir Robert Chiltern, who when a young man sold a Cabinet secret referring to the Suez Canal and thereby made his fortune. A certain incriminating letter written at that time comes into the possession of a beautiful but unscrupulous woman, a Mrs. Cheveley, who is interested in the Nicaragua Canal Scheme. She threatens Sir Robert Chiltern with exposure unless he consents to make a speech in Parliament in favour of her scheme; as this is opposed to not only his own opinions but also his public utterances he resists, but under extreme pressure at last consents. His wife who is aware of his real opinions, is told of his consent to this scheme by Mrs. Cheveley herself. Lady Chiltern induces her husband to write and refuse, and she realizes that this may prove to be his ruin, applies to an old mutual friend Lord Goring for help. Lord Goring has happened to find a brooch belonging to Mrs. Cheveley which he recognises as one which he presented to a lady some time before. In an interview with Mrs. Cheveley he accuses her of having stolen the brooch, and threatens to expose her unless she produces the incriminating letter written by Chiltern; she does so and he then burns it. This is the outline of the story which ends by Sir Robert becoming a member of the Cabinet. As the acting was beyond criticism, no I am informed, were the ladies drawn.

Brough as Mrs. Cheveley was, as ever, delightful, and to a more man her gown was bewitching. Mr. Brough as Lord Goring was his usual quiet convincing self. Miss Temple was really fine as Lady Chiltern and her scenes with her husband Sir Robert were full of delicate sentiment. Miss Bessie Thompson as Lady Markby was very good and acted the society matron to perfection. Miss Noble was as usual very pleasing in her part of Mabel Chiltern. Mr. Lovell as Sir Robert Chiltern acted with great power a difficult part. The minor parts were all well filled as is invariably the case with this talented company, especially Mr. Leslie Victor's part of Phipps, Lord Goring's "gentleman."

"GAZETTE" NOTICES.

In the *Gazette* of the 4th inst. it is notified that the Governor has been pleased to appoint S. Sharp to be a member of the Medical Board, vice A. M. Marshall resigned.

Also H. E

are falling in line with the general movement. The men have plenty of funds, and are confident of success.

Valuable Loot.

A story is going round the French Press that a French civil engineer, who was in a penniless condition in China before the outbreak of hostilities, has just returned to Paris with loot of silks and fur taken by him from Chinese stores at Tientsin and valued at 250,000.

Death of Mr. D'Oyly Carte.

Mr. R. D'Oyly Carte, the well-known manager of the Savoy Theatre, who was associated with the first production of all the famous Gilbert-Sullivan operas, died on 3rd April at his residence in London after a long illness. He was born in 1841.

Death of Sir John Stainer.

Sir John Stainer, the well-known musician who was for many years the organist of St. Paul's Cathedral, and subsequently Professor of Music in Oxford University, died on 31st March at Verona.

Naval Appointments.

The following appointments have been made at the Admiralty:—Commander: T. W. Kemp, to the *Argonaut*, to date April 1. Lieutenants: T. E. J. Bigg, to the *Bonaventure*, temporarily in lieu of a sub-lieutenant; J. G. P. Ingham, to the *Bonaventure*, W. R. Alexander, to the *Isis*, temporarily in lieu of a sub-lieutenant, to date April 1; T. E. J. Bigg, to the *Talbot*, undated.

Inter-University Sports.

Teams representing the rival Universities met at Queen's Club on the 29th March. The result of the annual struggle between the picked athletes of the two Universities was regarded as very open. Oxford won by six events to four. In the chess competition, which was conducted at the British Chess Club, Cambridge defeated their opponents by five games to two.

Cricket.

The committee of the M. C. C. on the 1st April approved the action taken by the captains last December with reference to throwing, but suggested that the actual suspension of any bowler should be postponed, in the hope that what has been done may so far strengthen the hands of umpires as to enable the difficulty to be met without recourse to such drastic measures.

Tolstoi's Excommunication.

A St. Petersburg correspondent says that the excommunication of Count Leo Tolstoi has excited so much indignation among the ecclesiastical authorities and sympathy with the venerable novelist that a revocation of the decree of the Holy Synod, brought about by the influence of the Russian Government, is now almost certain. It is reported from Vienna that an attempt has been made to assassinate the Russian Minister of the Interior.

Russian Reinforcements.

The despatch of Russian troops to the Far East continues. The dispatching of reinforcements from Odessa has gone on uninterruptedly, but none the less steadily, for the last few years, and those who think that the Odessa Commandant of *The Times*, that the fresh additions to Russia's strength there merely counterbalance the withdrawals of men sent back to European Russia on the completion of their term of compulsory service, are very wide of the mark.

The Duke of Manchester's Bankruptcy.

At the London Bankruptcy Court on 29th March the Duke of Manchester attended for public examination before Mr. Registrar Brougham. Mr. Horace Kent, on behalf of the debtor, asked for an adjournment. Mr. Frank Brough, on behalf of the trustees, supported the application. The Duke's father-in-law, Mr. Zimmermann, had come to this country with a view to making some arrangements with the creditors. It was, therefore, of considerable importance to all parties that an adjournment should take place. The Registrar adjourned the public examination to May 10.

Our National Revenue.

The Chancellor of the Exchequer has issued the return of the national revenue for the financial year which has just closed. The total receipts were just over £140,000,000 compared with just under £130,000,000 in the previous year, representing an increase of £10,200,000. Of the total revenue £130,384,000 was paid into the Exchequer and £9,616,000 to the local taxation accounts, the latter figure showing a decrease of £280,000. Each of the four quarterly returns of the year indicates an increase on the corresponding period of the previous year. The latest advance of the year on that is the quarter which is just over (£6,769,000).

A Great Housing Scheme.

The greatest housing scheme that has yet been before the County Council was passed by that body on 2nd April. It finally decided to purchase the Lordship Lane estate at Tottenham, consisting of about 225 acres, at a cost of £91,500. On this estate it is proposed to build 5,779 cottages, to house 25,000 persons, at a rental ranging from 6s. to 10s. 6d. a week. The cottages which it is proposed to build are of two storeys, each self-contained and having its own garden. The estimated cost of building is put at £1,600,000. The scheme met with the criticism that it did not meet the wants of the very poorest classes, on whose behalf accommodation was most urgent.

The "Talbot."

The second-class cruiser *Talbot* is a rather more powerful vessel than the *Bonaventure*, which she relieves, being of 5,600 tons displacement, whereas the latter vessel is 4,360 tons. The *Talbot* is armed with five 6-in. quickfiring guns, six 4.7 quickfiring guns, and eight 12-pounders, in addition to field service guns and Maxim's, and has a crew of 437 officers and men. The *Bonaventure's* armament is lighter, consisting of two 6-inch quickfiring guns, eight 4.7 quickfiring guns, eight 6-pounders, and an assortment of field guns and Maxim's. Her crew is 318 officers and men. Both ships are about the same in point of speed, i.e., 18 knots at natural draught power, and 20 knots per hour at their maximum power.

The Late Rev. J. Stonehouse.

Simple and affecting was the memorial service held in the board-room of the London Missionary Society for the late Rev. Joseph Stonehouse, who was murdered recently near Tientsin. Many friends of the martyred minister attended. The Rev. R. Wardlaw Thompson, in the course of his address, said they had hoped that the peril in China had passed, and that they would soon settle down to new, larger, and more prosperous work, but unfortunately their desire had not been realised. He had received only a few hours previously one of the last letters written by the murdered missionary. Mr. Stonehouse said there was still a good deal of hostility towards Christians in the country districts, and his opinion was that in two years there would be more serious trouble in China, unless some great unexpected change took place.

Football.

Under Rugby Union rules, the final football match for the county championship took place between Devon and Durham at West Haddon, and was won by Devon by a goal and three tries to a try. Under Association rules an international match at the Crystal Palace between England and Scotland resulted in a draw of two goals each. In the first division of the League competition matches were won by Bolton Wanderers against Blackburn Rovers, Derby County against Stoke, Liverpool against Newcastle United, Preston North End against Bury, Sheffield Wednesday against Everton, Sunderland against West Bromwich Albion, and Wolverhampton Wanderers against Manchester City. A match between Aston Villa and Sheffield United was drawn.

Hardly Complimentary.

Writing to his father at Scarborough, Army-Sergeant W. M. Patrick, of the China Expeditionary Force, states that if the British soldiers went dodging around the Settlement at Tientsin after dark, they stood a chance of a Frenchman picking them up by the bayonet. There had been a lot of that game going on lately, but he reckoned he could just about eat three of the French Johnny's before breakfast. The way the Frenchmen knocked about gave the Englishmen the blues, but the Englishmen did "cock 'em" when they passed them. As the song said, "We never speak as we pass by." The Germans, on the other hand, were grand chaps. He believed that they could all say "Good morning" well. At all events, if they could not, they always nodded their head or winked their eye, or better still, gave a most courteous bow in really good aristocratic style.

The French Navy.

There is great activity in the building of the French submarine boats at Cherbourg. The *Triton*, *Sirène*, *Eschadon*, and *Silure*, as well as the *Albatros*, are to undergo their trials this year, and the correspondent of the *Yacht* remarks that there is a tendency to give the command of the boats to young officers. A new commander has been appointed to the *Morse*, and already Lieut. Moysen has charge of the completion of the *Silure*, which is to be commanded. The Northern Squadron has been engaged in wireless telegraphy outside Brest, the *Massena*, *Dufour de Lône* and *Bruix* being fitted with the apparatus. Communication was established at distances varying between twenty-five and thirty miles, and the trials were conclusive in proving that messages might be exchanged between ships and the shore at about those distances.

French Naval Bases.

Apart from Bizerta and other Mediterranean stations, which are intended to get the mastery over the Gibraltar and Malta routes, says the *Engineer*, the French are creating three formidable bases on the Cape route to India and the extreme East. The first of these is Dakar, in Senegal, for which a fresh grant of £1,550,000 has been made. The second base is at Diego-Suarez, in Madagascar, which commands the routes between the Cape and India. Diego-Suarez is becoming the most formidable naval station in the Indian Ocean, and is likely to be a perpetual menace to South Africa. The works at Saigon, for which a further sum of £3,000,000 has been voted, are being carried out for the protection of the Indo-Chinese possessions, and affording a basis for the ships of war which will operate in the Chinese seas.

The Census.

Forty thousand enumerators on 1st April collected over seven million census forms, containing over four million names. It was a big and important task to crowd into one day, but apparently it was done smoothly and without a casualty, and it is to be hoped, without many errors. The King personally filled up his census form at Windsor Castle. Then followed the names of the other members of the Royal Family in residence there, the numerous officials, and the servants—about one thousand persons altogether. Incidents, some sad, some amusing, are recorded. At Eton, Mrs. Benfield, the wife of a servant at Windsor Castle, was about to give particulars to her husband of what should be entered in the form, when she expired. Enumerators in Leeds were frequently mistaken for rent-collectors, and many people in the poorer quarters pretended to be away from home. At Market Drayton, Salop, an enumerator on business intent hailed a barge lying in mid canal. The reply—from a woman—was that he would get a bucket of water thrown over him if he did not run away. Eventually the enumerator got the bucket of water—and the information he wanted. Mr. J. P. Fordom, of Princes Risborough, Buckinghamshire, holds what is perhaps a record. He acted as enumerator in 1851, 1861, 1871, 1881, and 1891, and this year he, for the sixth time, filled the position.

The King's Civil List.

The report of the Select Committee appointed to consider so much of His Majesty's Speech to both Houses of Parliament as relates to the Civil List, and His Majesty's most gracious Message of March 5 relating to grants to Her Majesty the Queen and members of His Majesty's family, has been issued.

The Committee recommend that the new Civil List should be fixed according to the following estimate:—
First Class—Their Majesties' Privy Purses £110,000
Second Class—Salaries of His Majesty's Household 105,000
Third Class—Expenses of His Majesty's Household 105,000
Fourth Class—Works of His Majesty's Household 20,000
Fifth Class—Royal Family, Alms, and Special Services 13,000
Sixth Class—Unappropriated 5,000
Total for the Civil List £478,000

The Committee further recommended that an annuity of £20,000 should be paid out of the Consolidated Fund to His Royal Highness the Duke of Cornwall and York, who has succeeded to the revenues of the Duchy of Cornwall. They also recommended the grant of an annuity of £10,000 to Her Royal Highness the Duchess of Cornwall and York during the continuance of her marriage with His Royal Highness the Duke of Cornwall and York.

Britain's Drinks.

The national expenditure upon intoxicating liquors in the United Kingdom in 1900, as estimated by Dr. Dawson Burns, was £1,600,000, being less by £1,271,750 than the expenditure in 1899. The expenditure in 1900 was equal to £188.8d. per head, or £19 13s. 4d. for every family of five persons. The actual expenditure per person and family was, of course, very much greater in many cases, while in others nothing was spent on such liquors. Taking the three kingdoms separately, England spent £1,332,443, or an average of £4 3s. 2d. per head; Scotland £143,067, or £3 6s. 4d. per head; Ireland £110,641, or £2 18s. per head. Towards the diminished consumption in 1900, England contributed £1,401,489, and Scotland £127,675, but Ireland showed an increase of £202,498. There was an increased expenditure of £1,495,397 on spirits, but a diminished expenditure on beer of £2,063,437, and on wine of £703,715, the net decrease being (as above stated) £1,271,750. The intoxicating

liquors thus consumed contained no fewer than 94,351,000 gallons of alcohol, the consumption of which, per head, was 2.46 in England, 2.32 per head in Scotland, and 1.64 per head in Ireland.

Submarine Boats.

Captain William Hovgaard, of the Danish Navy, read a paper on submarine-boats before the Institute of Naval Architects recently. The importance of the subject for the British public has been accentuated by the decision of the Admiralty to purchase five boats of the Holland type and to experiment with them. Captain Hovgaard laid down certain specific qualifications. The boat must be able to dive quickly to any desired depth and to keep its depth with certainty and facility. It must also be capable of coming quickly to the surface at any time. Subject to the fulfilment of these conditions, he would have boats of high speed; of medium speed, and of low speed—these terms, of course, having a special application to the type of boat, and not being at all applicable to vessels intended to move on the surface of the water. The difficulty is that these conditions have not been fulfilled up to the present. Both Admiral Bowden-Smith and Admiral Sir Edward Fremantle spoke with regret at yesterday's meeting of the fact that the Admiralty had ordered five boats of identical type and all from the same firm, and this regret will be generally shared. The Holland is probably the best type of boat.

Loot! Loot! Loot!!!

A certain amount of the loot from Peking is finding its way into the West-end auction rooms. Amongst recent objects are a group of figures from Chinese mythology, carved from teak wood, £4; another group of two mythological figures, unique in that it is entirely carved from one solid block of teak, one foot in diameter, £4 10s.; and £4 was obtained for another group of two demons, ornamented in the Chinese style, carved in Peking. A pair of Chinese grey jade bracelets fetched £4, some embroidered robes £6 and £7 each, and a couple of skirts £2; a miniature screen of pierced wood, surrounding a square plaque of pierced jade, £10 10s.; a silver gilt hair ornament, with green stone in the centre, £5; other hair ornaments worked in seed pearls and kingfisher feathers £3 each. A number of beautiful garments were sold, among them a sea-otter short jacket, lined with blue brocade, which made £42, and a red embroidered Mandarin's robe, lined with silver fox fur, 54 guineas.

Trade of South-East Asia.

The Commercial, Labour, and Statistical Department of the Board of Trade have just published a valuable report on the Trade and Shipping of South-East Asia, the work of Mr. Thomas Worthington. The report is compiled from the various Foreign Office and Colonial Office documents, and from papers issued by other Powers, and is prefaced by an admirable sketch map. The Philippine Archipelago has not, however, been dealt with, in view of the abnormal condition of things prevailing there of recent years. The subject matter is divided into five parts: (1) French Indo-China; (2) Siam; (3) the Straits Settlements; (4) British possessions in the East Indian Islands; and (5) the Dutch East Indies.

The report does not present any features that will not be known to our readers, and most of the documents on which it is founded have already been dealt with in our columns. It shows that England can still supply many things cheaper than her competitors.

The Boat Race.

The University boat-race on 30th March was won by Oxford after a magnificent struggle. The weather was unfavourable and the water very rough. At Barnes Bridge, where the race is usually considered to be "over," Cambridge led by a length. In the short stretch to the winning post, however, the Oxford crew made this up and forced their boat to the front, winning by two-fifths of a length. The impossible conjecture, which was thrown out before the race, that Cambridge might win by the "length of their nose" was, therefore, very nearly justified. Even the famous dead-heat-to-speak-a-paradox—was not in fact so close a race; but if the race will be glorious in history for its own sake, it may be epoch-making in the craft world of to-day.

The "Brocas," the new Oxford boat, so far as is possible in an Oxford boat, is designed to progress over water rather than through the water. It is not, however, as said that she has proved her superiority. Some critics say that she suffered more than the Cambridge boat from the rough water; but then almost throughout she had rougher water to face, and even if she did not travel so well through waves she proved herself in the race, as in training, a remarkable easy boat to sit, a quality which gives a fully compensating advantage when the wind is high. Dr. Warne, who is said to be immensely interested in his design, can at least congratulate himself with the assurance that the boat will have a further trial. She is at any rate a greater success than the latest experimental oars.

The "Celtic."

The 4th April witnessed the launch of the greatest vessel which the world has ever seen. The honour of this splendid enterprise rests with the White Star Line and the famous ship-building firm, of Messrs. Harland and Wolff. The *Celtic* for this is the name of the huge ship, is the first vessel ever built to exceed 20,000 tons. She is 20,880 tons gross and 13,650 tons net, while her displacement at a load draught of 36 ft. 6 in. will be 37,700 tons. These are stupendous figures, but their significance is brought out more clearly when one compares them with the measurements of other famous ships which have sailed, or are still sailing, on the well-beaten Atlantic route. The Great Western, the pioneer steamship of rather more than sixty years ago, had only a displacement of 2,300 tons; the *Britannia*, which was the pride of the early seventies, had a displacement of 8,500. Within thirty years, therefore, the displacement of the finest vessels afloat has been more than quadrupled. For purposes of such comparison the ill-fated *Great Eastern* may be left out of account. She was born out of her due time, and was fore-doomed to failure. But even the gross tonnage of Brunel's colossal experiment, which has stood unapproached until now, has at length given place to the *Celtic*, which has a gross tonnage of 20,880 tons, which exceeds by 6,000 tons that of the largest German steamer, the *Kaiser Wilhelm der Grosse*, and by 3,000 tons the other famous ship of the White Star Line, the *Oceanic*, launched about a twelvemonth ago. The *Celtic* is five feet shorter than the last-named boat, but in all other respects she will be easily first among the big ships of the seas, with a huge bulk out-weighting the two heaviest ironclads that swim.

Mountaineers in Italy.

From Bienna, in the Chamounix Valley, there was reported on the 1st ult., a riot so serious as to suggest one of the medieval cantonal wars. It appears that the Municipal Council of Bienna, a town in the valley, had sold to a rival valley a mountain on which pasturage rights had long been enjoyed by the population. The latter rose in wrath and

carried their protest to the extreme of attempting to burn the town hall down. Then the sanguinary conflict, in which both sides used firearms. Ten persons were killed and fifteen injured, two of them policemen.

The Launch of the "Celtic."

The White Star line *Celtic*, the largest ship in the world, was launched on the 4th ult. amid great enthusiasm from Queen's Island, Belfast, in the presence of fully 10,000 people. A special platform had been erected at the bows and port side of the ship for a distinguished company invited by the owners and builders. The guests included the Countess Cadogan, the Marquis and Marchioness of Dufferin and Ava, the Marquis and Marchioness of Londonderry, the Marquis of Hertford, the Countess of Antrim, the Earl and Countess of Shaftesbury, and many others. Albert Quay and Victoria Wharf and quays on both sides of the river had been reserved for the general public, who were admitted by tickets, the proceeds being devoted to the fund for the Queen's Memorial Statue. The launch was of most favourable description, the water being quite calm. A powerful detonator was discharged at 10.15 when Mr. Carlisle, the manager, opened an hydraulic valve, and amid cries of "She's moving!" the new liner, first slowly and then with considerable force, glided from the slips, and within half a minute the *Celtic* was afloat. Three pairs of anchors were immediately lowered, and in her own length the great ship was pulled up. There were enthusiastic cheers, accompanied by the waving of handkerchiefs and screams of siren and fog-horns. The *Celtic* was afterwards towed to Alexandra Wharf, where she will receive her engines. The christening ceremony was performed by the Marchioness of Dufferin.

Discomforts of a Submarine.

THE TRIALS OF THE "HOLLAND."
The official reports of Lieutenant-Commander Edwards, U.S.N. and commanding officer of the boat, Lieutenant H. H. Caldwell, in regard to the trial of the submarine boat *Holland* are very interesting. The trials were made in obedience to the Department's order of January 5, 1901, and the Bureau's instructions of January 10, 1901, of a date of speed-endurance. The report begins by a description of the boat, from which it is seen that she is of circular section, the greatest diameter being 11 ft. and the end 5 ft. On the surface and in the air, she is propelled by a gas engine of about 45-horse power. Under the surface she is propelled by a motor, which receives the current from a storage battery. This battery requires to be charged by a dynamo driven by the gas-engine. The *Holland* was conveyed by the United States tug *Standish*. The weather was reported by the commander of the *Standish* to be excellent, and could not have been more favourable during the winter. The Navy crew also were in excellent condition, "thoroughly competent and trained." Few words preceding the time that the Navy crew were placed in charge Lieutenant H. H. Caldwell, who was the commanding officer of the *Holland*, had seen the civilian crew of the submarine boat work her appliances, and therefore he had an excellent chance to compare the efficiency of the two crews. "The various mechanical appliances were in better condition than when the Navy crew were placed in charge." The boat, the report says, may give out and be rendered helpless if one of three things become exhausted, "the air supply, the ignition current, or the storage electric current." When under way

THE AVERAGE OIL CONSUMPTION.
by the engine was five gallons an hour. She carries 1,300 gallons in her tanks, and during the 115 miles trip she used only 175 gallons. She has, as far as oil is concerned, a large radius of action. But it is on the crew that the time of action tells. "Careful watch must be kept while the batteries are being charged, as well as when the propelling engines are in operation, and there must naturally be a limit to the time when men can remain continuously at work." We are further told of the kind of hardships the crew had to endure. One poor fellow said "he was so cold that he was not able to sleep while not standing on watch." They then tried artificial means of producing warmth, for "during the first half of the trip two electric heaters were used to make the boat more comfortable," but "during the last half of the run it was not deemed advisable to use them, since they consumed so much current of electricity that it was apprehensive that the storage battery would run down." To secure good ventilation when on the surface, there is a ventilator directly over the gas-engine, and the conning tower also serves as a good air-shaft. But there is danger from the gasoline when the boat is submerged. The report says: "Gasoline is a great searcher, and if there is a defective joint or weakness in the piping it will be found by this combustible. One of the resultant products of combustion of gasoline is carbonic oxide, a deadly poison. Since this gas is odorless it is particularly dangerous, because of its insidiousness. An accident may happen when it may cause the gasoline to leak, and in this manner the odorless, deadly poisons may be formed." Even on the surface

THE DEADLY POISON ABOUT THE ENGINE.
affects and is dangerous to the crew. Lieut. Caldwell says: "The first turn that I spent in the engine-room of the *Holland* was an exceedingly trying one, for there was just enough odor from the gas to make me uncomfortable. Afterwards I became accustomed to the exciting conditions and did not seem to notice any disagreeable odor for the rest of the day. The following morning, however, I not only had something of a headache, but for several hours experienced a nervous sensation which I have never undergone before." Three different systems are used in the boat for obtaining energy—namely, gasoline, electricity, and compressed air. The first is extremely liable to catch fire. During the starting of the engine there was a small discharge of gas into the hull from some improper working of the machinery in charge of the motor became very much distressed, and when he came on deck to look after the engine, he found the air so foul that he appeared very pallid and not far from collapsing. Then, again, the compartments were always damp, and "it must be difficult to keep the electric motors in a high state of efficiency." Salt water also must fall down the hatches and impair the ventilation. The air flasks have a pressure of 2,000 lb., and if an explosion took place it would destroy the vessel. The crew also endured much from want of proper food. For they "had no cooked meals, but ate from a lunch basket, and there was not one of them who could assume even a comfortable position in carrying on his work. The atmosphere was very humid, and with a low temperature there must of necessity have been depressing conditions. The machinist operating the gas engine and the electrician who was in charge of the motors were almost continuously on duty for thirty hours. During the first three stoppages there was no rest for the crew. To make adjustments and to charge the storage battery. To the crew the management of a submarine even on the surface is no simple and enjoyable trip.

Shipping.

Arrivals.

YARMA, French steamer, 4,355, Negre, 4th May—Shanghai and May, Mails, and General—Messageries Maritimes.
ANDRIA, German steamer, 3,288, M. Duckstein, 4th May—Hamburg 14th Mar. and Singapore 28th April, General—Siemens & Co.
TAKOW, French torpedo-boat destroyer, 280, Houssaye, 4th May—Shanghai and Amoy 2nd May.
TRITON, German steamer, 1,033, H. Clausen, 5th May—Saigon 30th April, Rice and Flour—Wing Wo.
FUSHUN, British steamer, 1,500, W. H. Hunt, 5th May—Shanghai 1st May, General—C. M. S. N. Co.
KONG BENG, German steamer, 862, C. Fuchs, 5th May—Bangkok 29th April, General—Butterfield & Swire.
ANIEL, Norwegian steamer, 694, Ch. Rafen, 5th May—Chinkiang 29th April, Rice—Melchers & Co.
ANPING MARU, Japanese steamer, 1,053, Atsumi, 5th May—Fochow 1st May, General—Mitsui Bussan Kaisha.
PYKRIUS, British steamer, 2,381, J. W. Walker, 5th May—Moji 30th April, Coal and General—Butterfield & Swire.
CANTON, British steamer, 1,110, D. F. F. Lawrence, 5th May—Canton 4th May, General—Jardine, Matheson & Co.
SUNGKIANG, British steamer, 1,021, S. W. Moore, 5th May—Manila 3rd May, General—Butterfield & Swire.
ALGERINE, British ship, 1,050, E. D. Hunt, 5th May—Singapore 28th April.
LAOS, French steamer, 2,331, Flandin, 5th May—Marseilles 7th April, and Saigon 3rd May, Mails and General—Messageries Maritimes.
TSURUGISAN MARU, Japanese steamer, 2,560, J. Narasaki, 5th May—Moji 30th April, Coal—Mitsui Bussan Kaisha.
TAIYO MARU, Japanese steamer, 773, H. Bathurst, 5th May—Haiphong via Pakhoi and Hoihow 1st May, General—Douglas, Lapraik & Co.
BISAGNO, Italian steamer, 1,500, Brusca, Pietro, 5th May—Bombay 17th April, and Singapore 20th, General—Carlowitz & Co.
GUTHRIE, British steamer, 2,338, W. G. McArthur, 6th May—Kobe 30th April, General—Gibb, Livingston & Co.
CHOYANG, British ship, 1,194, G. H. Bowker, 6th May—Canton 5th May, General—Jardine, Matheson & Co.
E-SAGO, British steamer, 1,127, L. H. Tipples, 6th May—Canton 5th May, General—Jardine, Matheson & Co.
WHAMPOA, British steamer, 1,110, M. E. Laver, 6th May—Canton 5th May, General—Butterfield & Swire.
CLAYDON, British steamer, 2,085, Parker, 6th May—New York 6th Mar. Case Oil—Order.
KACHIDATE MARU, Japanese steamer, 2,472, S. Fujiki, 6th May—Kuchinotzu 1st May, Coal—Mitsui Bussan Kaisha.
CHINA, German steamer, 1,113, P. Voss, 6th May—Newchwang 28th April, and Chefoo 30th, General—E. A. Trading Co.
DUNOTTAR, British steamer, 2,274, Mackenzie, 6th May—Bordeaux 17th Mar. General—Dodwell & Co., Ltd.
HERMIONE, British cruiser, 4,560, Cumming, 6th May—Tung-yung 4th May.
HAILAM, French steamer, 377, M. Marlis, 6th May—Pakhoi and Hoihow 5th May, General—A. R. Mary.
SULLBERG, German steamer, 782, J. Jensen, 6th May—Chefoo 29th April, General—Siemens & Co.
MICHAEL JENSEN, German steamer, 710, J. Jensen, 6th May—Haiphong 2nd May, and Hoihow 5th, General—Jensen & Co.

Cleanances at the Harbour Office.

Fushun, British str., for Canton.
Ariel, Norwegian str., for Canton.
Dunottar, British str., for Hankow.
Taiyo Maru, Japanese str., for Canton.
La Rionde, French str., for Yokohama.
Andria, German str., for Yokohama.
Canton, British str., for Shanghai.
Saining, British str., for Wuchow.
Kaifeng, British str., for Hoihow.
Wo Ping, Chinese steam-launch, for Wuchow.
Glenarry, British str., for Kuchinotzu.
Kongnam, British str., for Canton.

Departures.

May 5, Hailan, British str., for Swatow.
May 5, Midzuru Maru, Jap. str., for Swatow.
May 5, Arisida, Austrian str., for Moji.
May 5, Wingang, British str., for Swatow.
May 5, Tsintau, German str., for Canton.
May 6, Yarra, French str., for Europe.
May 6, Clara, German str., for Hoihow.
May 6, Glenfield, British str., for Kobe.
May 6, Chihli, British str., for Moji.
May 6, Lindah, British transport, for Amoy.
May 6, Qiu, British transport, for Singapore.
May 6, Laos, French str., for Shanghai.
May 6, Canton, French str., for Yokohama.
May 6, Kaifeng, British str., for Hoihow.
May 6, Fushun, British str., for Canton.

Passengers—Arrived.

Per *Triton*, from Saigon—8 Chinese.
Per *Kong Beng*, from Bangkok—2 Europeans and 20 Chinese.
Per *Anping Maru*, from Fochow—1 European, and 205 Chinese.
Per *Fushun*, from Shanghai—Capt. Anderson, Messrs. Dells, Harms, Weinrich, Francisco, See Yat, Manners and Carman.
Per *Sungkiang* from Manila—Commander Ogden, Messrs. J. S. Doak, G. H. Garham, B. Okovich, I. W. Clark, C. Milne and J. T. Colvin.
Per *Yarra*, for Hongkong from Yokohama—Messrs. de Saige and Wong She Chung.
From Kobe—Messrs. James Gwy and Wong Yuk Nan.
From Nagasaki—Mr. S. G. Mills.
From Shanghai—Mrs. F. Hutchison and amah, Mrs. Grandon, Mrs. Kinch, Mr. and Mrs. Fong and child, Capt. Mollos and 1 Assistant, Messrs. Ferrowick, J. Yerex, Sergeants Wilchupé, Cox, Baker, Mr. F. Drums, 1 Indian and 1 Chinese.
For Marseilles from Yokohama—Messrs. Pernot, Mudge, F. S. Clark, C. D. Clark and Cully.
From Nagasaki—Messrs. Tonlouse, Mogner, and 9 French Marines.
From Shanghai—Messrs. R. Currie, Kim Tuan Son, Min Yeh Eon, Min Tchei Houn, Ni Eiong Yeh, Yi Ha Heng, Oh Eal Yeng, Yi Han Eung, Ming Sang Hyen, Hong Hyen Shi, Kong Chai Hyen, Kim Myeng Sin, Yi Kien Mar, Min Yon Shi, Bjo Yong Ha, Kong Sok Eon, Han Koin Hin, Kang Ki-Seng, C. R. Paul, Bendirre, Max Sieck, and 2 Frenchmen.
For Suze—Messrs. Kelmdie, Roupas and Rebais.
For Colombo—Mr. Dandson.
For Singapore—Messrs. de Evans, L. Miall, Mrs. Kern, and Mrs. Schlier.
From Nagasaki for Saigon—Mr. Courtein.
Per *Guthrie*, from Kobe for Australia—Mr. Stretton.
Per *Atsugawa*, from Singapore—Messrs. Camilla, Paul, Cesare, Renata, Galluzer, and 249 Chinese.
Per *Laos*, for Hongkong from Marseilles—Messrs. Pakenham, W. Clark, Consul Dautremere and servant, Mr. J. Powell, Mr. and Mrs. Shyl and 4 children.
From Colombo—Messrs. Kinsey and Hoping.
From Singapore—Messrs. L. O'Brien, F. Kingsley, F. D. McKay, G. Gaggino, A. G. Walsh, Mr. and Mrs. MacDonald, Mr. E. Dulge, and 2 Chinese.
From Saigon—Messrs. L. Zan, Gaullier, and 180 Chinese.

Mrs. De Jesus and daughters, Messrs. Monnier, Bar, Stamber, and 21 Chinese. Departed.

Per *Yarra*, for Saigon—Mrs. Mooney and child, Mrs. Greffe and child. For Singapore, Mr. and Mrs. Rescio, Messrs. J. Hermans, H. T. Seymour, G. H. J. Sadman, Reys, A. S. Pereira and F. X. Fernandes. For Batavia—Mr. W. Ninaber. For Samarang—Mr. D. Gonsward. For Marseilles—Capt. D. G. da Amaral, Messrs. J. Colvin, M. Maningue, G. Maron and L. Gilles.
Per *Laos*, for Shanghai—Mrs. Sampson Way, Mrs. Mathews, Miss Nicoll, Mrs. C. Ozario and 3 children, Mrs. Rivero and child, Messrs. W. Daniels, Tan Cheng Tim, T. C. Ferguson, Lyons Bornemann, J. Heidescooper, T. Golito, H. R. Wadmore, D. Melen, E. Holthaus, Mrs. Evenberg, Mrs. A. S. Pereira, Mrs. Barreto. For Kobe—Mr. V. Cherot and J. R. Smith. For Yokohama—Miss A. Ebert and Mr. Jabot.

SHIPPING REPORTS.

Capt. C. Fuchs, of the steamship *Kong Beng*, from Bangkok, reports:—Fine weather with E. wind.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., & OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 7th May, at Noon.
"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"FERT"	TUESDAY, 19th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 7th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

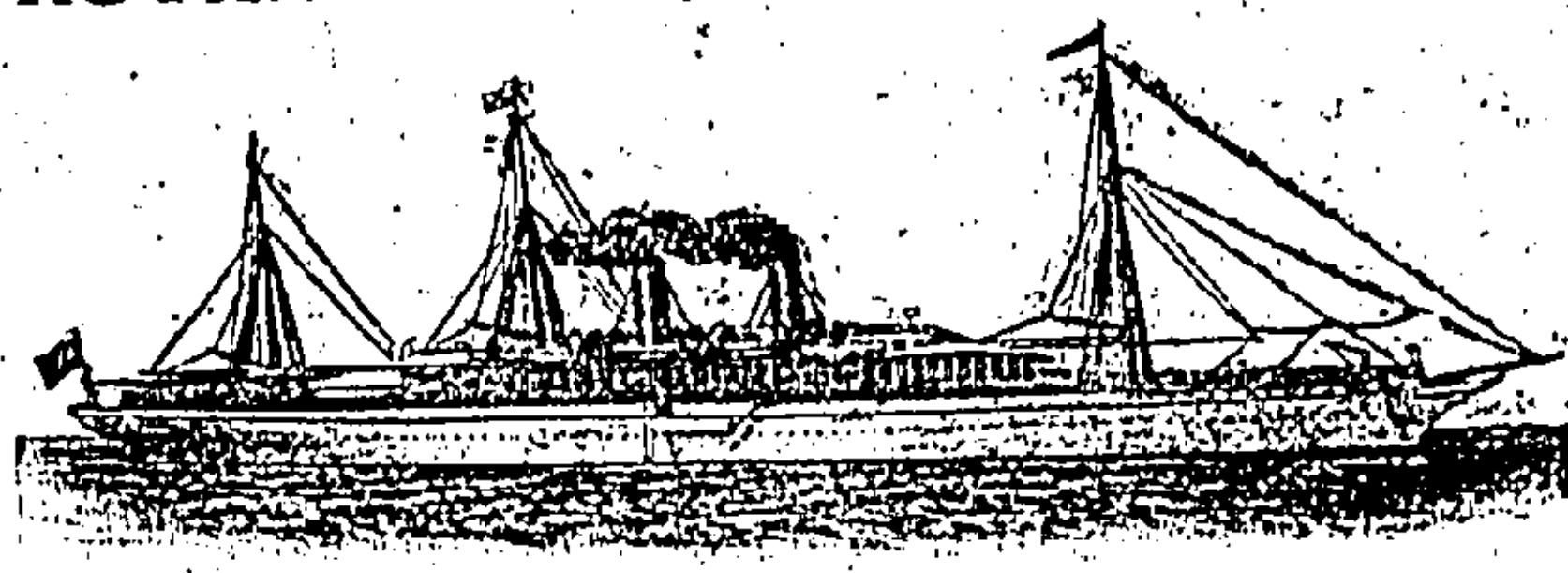
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 6th May, 1901.

GEORGE ECKLEY, Acting Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 15th May.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY, through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Packer's Street.

Hongkong, 24th April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE.)	21st May. Freight.
SEGROVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	31st May. Freight.
WITTENBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	KOBE and YOKOHAMA	FRIDAY, 10th May, at Daylight.
KINSHU MARU F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU N. Trent	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, at Daylight.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU J. B. MacMillan	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

Hongkong, 6th May, 1901.

A. S. MIHARA, Manager.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 33rd April, 1901.

F. BLACKHEAD & CO.,

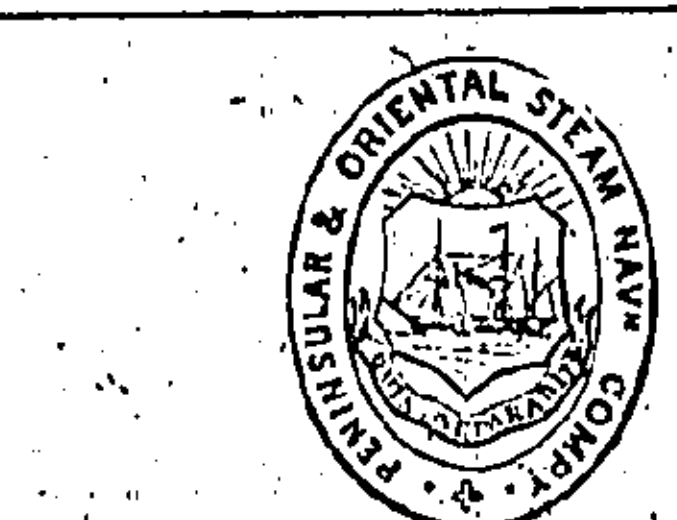
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAVA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN PORTS).

THE Steamship "BALLAARAT," Captain C. T. Denny, R.N.R., carrying His Majesty's Mails, will be despatched from this port for MARSEILLES and LONDON without transshipment, on SATURDAY, the 11th instant, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marseilles and London, will be conveyed direct without transshipment. Parcels will be received at the Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.
VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
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Tacoma	2,811	A. Dixon	May 17
Victoria	3,502	J. Panton	May 28
Branford	3,601	W. Watt	June 7
Glenogle	3,750	W. Frakes	June 28

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the INTERIOR AND EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. DOCTOR AND STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 6th May, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ADOLPH OBRIG, American ship, Amesbury. SEA WITCH, American ship, Howes—Master, HATTIE C. SMITH, American schooner, Riley, Master.

CLAYBURN, Brit. str., T. Barker—Dodwell & Co., Limited.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	7th instant.
MANILA	"SUNGKLANG"	9th instant.
KOBE and YOKOHAMA	"CHANGSHA"	10th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 3rd May, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MACHAON"	9th May.
" "	"ACHILLES"	14th May.
" "	"PROMETHEUS"	26th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"ANTENOR"	14th May.
" "	"CALCHAS"	28th May.
LIVERPOOL (DIRECT)	"PYRRHUS"	10th May.
(Taking Cargo at LONDON RATES)	"ULYSSES"	18th May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 4th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW, VIA SWATOW AND AMOY.

THE Company's Steamship "ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 8th May, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th April, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR," Captain J. G. O'Brien, will be despatched for the above Ports, on THURSDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 4th May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship "AKASHI MARU," Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship "GISELA," Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, 2 P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 24th April, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION," &c.

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION" will be despatched for PORTLAND (OR.) on WEDNESDAY, the 15th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent, or SHEWAN, TOMES & CO.

Hongkong, 1st May, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "PERLA," Captain R. W. Almond, will be despatched as above TO-MORROW, the 7th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 4th May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City... about May 12

Belgian King... 3379 about June 10

THE Steamship "CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 12th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

The Share Market.

LATEST QUOTATIONS.

(May 6th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	390 3/4 premium
The Bank of China & Japan, Limited	5	Nominal
The Bank of China & Japan, Limited (Ordinary)	4	4 1/2
The Bank of China & Japan, Limited (Deferred)	4	4 1/2 buyers
National Bank of China, Ltd.	8	8 1/2 buyers
Do. Founders.	8	8 1/2 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	50	\$320 buyers
China Traders Ins. Co., Ltd.	25	\$8
North China Ins. Co., Ltd.	25	Tls. 18 1/2
Yangtze Ins. Assoc. Ltd.	60	\$125 ex div.
Canton Ins. Office, Ltd.	50	\$170 buyers
Straits Ins. Co., Ltd.	20	\$18
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	50	\$360 buyers
China Fire Ins. Co., Ltd.	20	\$57 1/2 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	15	\$35 sales
Indo-China Steam Navigation Co., Ltd.	40	\$135 sales
China & Manila S.S. Co., Ltd.	40	\$54
Douglas Steamship Co., Ltd.	50	\$53 sales
China Mutual S.S. Co., Ltd. (Ref.)	10	\$12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	10	\$12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	10	\$12 buyers
Star Ferry Co., Ltd.	5	\$24 buyers
"Shell" Transport & Trading Co., Ltd.	1	\$3 sellers
Refineries.		
China Sugar Refining Co., Ltd.	100	\$135
Luxon Sugar Refining Co., Ltd.	100	\$39 sellers
Mining.		
Panion Mining Co., Ltd.	8	\$6 1/2 buyers
Panion Mining Preference Shares	1	\$1.20 sales
Société Française des Charbonnages du Tonkin	250	\$300 sellers
Queen Mines, Ltd.	25	8 cent. sellers
Lelebu Mining and Trading Co., Ltd.	5	\$5.20 buyers
Raub Alluvial Gold Mining Co., Ltd.	175	100 3/4 sellers
Oliver Freehold Mines, Ltd.	5	\$2 1/2
Oliver Freehold Mines, Ltd.	5	\$1 1/4 buyers
Dooka, Wharves and Godowns	50	\$310 sellers
Hongkong & Whampoa Dock Co., Ltd.	50	\$101 sellers
Wanchai Warehouse & Storage Co., Ltd.	37 1/2	\$63 sales
New Amoy Dock Co., Ltd.	5	\$22 1/2 buyers
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$9.15 buyers
Hongkong Land Investment & Agency Co., Ltd.	100	\$199 buyers
Kowloon Land and Building Co., Ltd.	30	\$30
West Point Building Co., Ltd.	50	\$53 1/2 buyers
H'kong Hotel Co., Ltd.	50	\$128 buyers
Oriente Hotel Co., Ltd.	50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	10	\$13 1/2 sales
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	100	\$7 1/2
Ewo Cotton Spinning & W. Co., Ltd.	100	Tls. 46
International Cotton Mfg. Co., Ltd.	100	Tls. 45
Lap-ung-mung Cotton Spinning & Weaving Co., Ltd.	100	Tls. 55
Soy Chee Cotton Spinning Co., Ltd.	100	Tls. 35
Yahloong Cotton Spinning Co., Ltd.	100	Tls. 45
Cigar Companies.		
Alhambra, Limited	500	200 1/2 p. buyers
Alhambra, Limited	500	100 1/2 p. buyers
Hensiana Limited	500	100 p. buyers
La Favorita	500	100 p. buyers
Miscellaneous.		
Green Island Cement Co., Ltd.	10	\$10 sales
China-Borneo Co., Ltd.	15	\$36 1/2 buyers
A. S. Watson & Co., Limited	10	\$17 sales
Watkins, Limited	10	\$10 sellers
Hongkong Electric Co., Limited	10	\$12 1/2 buyers
Hongkong Electric Co., Limited	5	\$6 1/2 buyers
Hongkong & China Gas Co., Ltd.	10	\$13 1/2 buyers
Hongkong Rope Manufacturing Co., Ltd.	50	\$15 1/2
Gao Fenwick & Co., Ltd.	25	\$55 sellers
H'kong Ice Co., Ltd.	25	\$173 buyers
H'kong High-Level Tramways Co., Ltd.	500	\$225 buyers
Dairy Farm Co., Ltd.	5	\$7 buyers
Hongkong and China Bakery Co., Ltd.	50	\$30 sales
Campbell, Moore and Co., Ltd.	10	\$20
Bell's Asbestos Eastern Agency, Ltd.	1	\$14 buyers
United Asbestos Co., Ltd.	4	\$8 1/2 sales
Carmichael & Co., Ltd.	20	\$7
Tebrau Planting Co., Ltd.	5	\$3 sales
Universal Trading Co., Ltd.	20	\$30 sales
H.K. Steam Water-boat Co., Ltd.	5	\$7
China Light & Power Co., Ltd.	20	\$20
Robinson Piano Co., Ltd.	50	\$50

VISITORS AT THE HONGKONG HOTEL.

Andrew, Mr. S. A.	James, Mr. E. D.
Angus, Mrs.	Jercovitch, Mr. V.
Atkinson, Mrs. Miss	Jo. op. Mr. & Mrs. E. S.
Auld, Mr. J. S.	Katch, Mr. E. A.
Bailey, Mr. W. S.	Kenneth, Mr.
Bell, Mr. and Mrs. O.	Kinne, Mr. and Mrs. F.
M. D.	King, Mrs. R. B. C.
Beringer, Mr. F. J. G.	King, Maj. H. S. R.
Black, Mr. D. F.	Kingsley, Mr. F. J.
Bonnet, Mr. F.	Kirkman, Mr. & son
Brandreth, R. N., Lt.	Kirkwood, Mr. J.
Brooks, Major & Mrs.	Kleiman, Mr. J.
J. C.	Lepay, Mr. F. N.
Brough, Mr. and Mrs.	Little, R. E., Major
Bruce, Capt. and Mrs.	R. P.
Burnie, Mr. C. M. G.	Loher, Mr. A.
Busstow, Mr.	Long, Mr. & Mrs. D. M.
Cameron, Capt.	Lowrey, Mr. J. S.
Cameron, Mr. D. F.	Macdonald, Dr. J.
Clark, Dr. & Mrs. F.	Macdonald, Mr. S. C.
Clark, Mr. W. J.	Maxwell, Mr.
Culver, Mr. and Mrs.	McKendrick, Mr.
W. W.	McKay, Mr. T. D.
Davis, Mr. W. & child	McKean, Mrs. and
Denroche, Mr. P. C.	infant
Derrick, Mr. E. H.	Millan, Mr. J. C.
Dick, Mr. J.	Mills, Col. S. G.
Discombe, Mr. G. M.	Mudge, Mr. Geo.
Doak, Mr. F. G.	Ogden, Mr. J. S.
Dorehill, R. A., Major	Okolowitch, Mr. B.
Durmond, Mr.	Oliver, Mr. Q.
Duff, Mr. W. S.	Or, Mr. R.
Dyson, Capt. P. S.	Or, Capt. S. G.
Emmanuel, Mr.	Parfitt, Mr. W.
Evans, Mr. N. G.	Pearse, Mr. R. W.
Ferguson, Mr. I. C.	Reich, Mr. A. H.
Gibson, Mr. and Mrs.	Rice, Mr. Wm.
Kennedy	Robertson, Mr.
Gimes, Mr. J.	Roche, Mr. E.
Glover, Mr. C.	Souter, Mr. D.
Goddard, Capt.	Stewart, Mr. E. H.
Graham, Mr. G. H.	Stewart, Mr. D. V.
Grant, Mr.	Taylor, Mr. D. G.
Grant, Mr. John	Tibbets, Mr. H. M.
Grimmes, Mr. T.	Tibbets, Mr. H. M.
Guggin, Mr. G.	Tibbets, Mr. H. M.
Hardouin, Mr. C.	Tongerat, Mr. & Mrs.
Harold, Mr. W.	Victor, Mr. L.
Hochappel, Mr. E. C.	Wakeman, Mr. G. H.
Hommond, Miss	Walsh, Mr. A. J.
Howard, Mr. Thos.	Watts, Mr. and Mrs.
Howkins, Mr. & Mrs.	Frank W.
J. D.	Whitley, Mr. W. J. G.
Huke, Mr. and Mrs.	Wild, Lieut. and Mrs.
A. N.	Bagnall
Irving, Mr. E. N.	Williams, Mr. & Mrs.
Jackson, Mrs. J. B. and	child
Jacot, Mr. F.	Yerex, Mr. F. H.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Hartwell, Dr. Engour
Benjamin, Mr. S. S.	Howe
Bonnam, Mr. J. W. C.	Hays, Mr. J.
Brayne, Mr. H. F. R.	Hughes, Col. G. A.
Brown, Colonel F.	Irvine, Mr. E. H.
Brusse, Mr. G.	Lang, Dr. K.
Cameron, Mr. Allan	Lee, Mr. J. E.
Carrington, Sir John	Mackie, Mr. C. Gordon
C.M.G.	Martin, Mr. R.
Carrington, Miss	Miller, Mr. and Mrs.
Collard, Col. A. W.	Newell, Mr. Stuart G.
Crookenden, Col.	O'Gorman, Col. The
Dann, Mr. G. H.	O'Gorman, Madam
Dixon, Mr. F.	O'Gorman, Mr. J.
Ezekiel, Mr. J. S.	O'Gorman, Mr. H. E.
Ezekiel, Mr. R. M.	O'Gorman, Mr. R. M. C.
Forbes, Mr. Andrew	Prynn, Mr.
Fraser, Mr. and Mrs.	Quintin, Mr.
H. W.	Rouse, Mr. A. B.
Geary, Sir William	Shelton, Mr. Edward
Nevill, M.	Sinclair, Mr. A. G.
Graham, Mr. D. M.	Squier, Capt. Geo. O.
Griffin, Major W. W.	Stokes, Mr. A. G.
R. A.	Tomlin, Mr. G. L.
Harston, Dr. and Mrs.	Welgess, Mr. H. B.
G. M.	Wheeler, Mr. H. J.
Gumpert, Mr. and Mrs.	Wheeler, Lt.-Col. J. L.

GRAVEYARDS.

Anderson, Mr. Jas.	Canton, Mrs.
Brown, Mr. and Mrs.	Fye, Mr. E. Burns
H. Matheson	Volpicelli, Consul
Canton, Staff-Surg. H.	

KOWLOON HOTEL.

Downs, Mrs. Lottie	Masloorsky, Mr. W. von
Hoashi, Mr. S.	McIntyre, Mr.
Leary, Lieut. C.	Munro, Capt.
Lewis, Mr. and Mrs.	Noble, Miss Grace
E. G.	Wishard, Mr. & Mrs. H.
Lovell, Mr.	Wittmuss, Capt.

EXCHANGE.

ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Credits, 4 months' sight	111 1/2
D'cents, 4 months' sight	111 1/2
ON BERLIN, (demand)	111 1/2
ON PARIS, Bank Bills, on demand	248 1/2
Credits, 4 months' sight	248 1/2
ON NEW YORK, Bank Bills, on demand	48 1/2
Credits, 30 days' sight	48 1/2
ON BOMBAY, Telegraphic Transfer	147 1/2
On demand	147 1/2
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private 30 days' sight	72 1/2
ON YOKOHAMA, T.T.	2 1/2
Sovereigns, Bank's Buying Rate	50.10
Gold Leaf 100 touch, per tael	52.00
Bar Silver	27.916
Dollars	99.16

OPIUM QUOTATIONS.

Hongkong, 6th May.	
New Patna	\$33 1/2 per chest
New Benares	97 1/2
Old Benares	95 per picul
Old Malwa	85
Persian, paper tied	810

VESSELS IN PORT.

Athenian, British steamer, 2,444, H. Mowatt	8th April—Vancouver via Comor, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.
Benedict, British str., 1,483, David Clark, 3rd	May—Oman 25th April, Coal—Hughes & Hough.
Burnside, American steamer, 1,400, A. H. Lafflin	14th April—Manila 17th April, Cable—Government.
Catherine APCAR, British steamer, 1,730, J. G. O'Brien	3rd May—Calcutta 13th April, Penang and Singapore 27th, General—David Sassoon Sons & Co.
Charles Rogier, Belgian steamer, 1,201, C. Herthout	14th April—Saigon 9th April, Rice—Dodwell & Co., Ltd.
Cimbria, Danish steamer, 1,855, C. F. Hansen	4th May—Moji 27th April, Coal—Melchers & Co.
Clavering, British steamer, 2,255, J. Barker	30th Mar.—Port Natal, Ballast—Dodwell & Co., Ltd.
Emma Luyken, German steamer, 1,776	Schall, 4th May—Saigon 30th April, General—E. A. Trading Co.

GARLIC, British steamer, 2,691, Wm. Finch, R.N.R., 30th April—San Francisco 30th Mar., Honolulu 6th April, Yokohama 21st, Kobe 22nd, Nagasaki 25th, and Shanghai 27th, Mails and General—O. & O. S. S. Co.

GERMANIA, German steamer, 1,713, A. Bendixen, 4th May—Saigon 20th April, Rice—Jensen & Co.

GLENNARY, British steamer, 1,915, Stevenson, 2nd May—Manila 29th April, General—Macgregor Bros. & Co.

GLENNY, British steamer, 2,244, Temperley, 3rd May—Saigon 30th April, Penang and Singapore 28th, General—P. & O. S. N. Co.

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GOLLATH, 1st-class battleship, 12,950 tons, 16 guns, 13.5 i.h.p., Capt. L. Wintz, en route Shanghai.

HANDY, twin screw, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 i.h.p., in reserve.

HART, twin screw, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

HERMIONE, 2nd-class cruiser, 4,500 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.

HUMBER, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Shanghai.

ISLE, 2nd-class cruiser, 5,650 tons, 11 guns, 9,000 i.h.p., Capt. Charles Windham, Weihai-wei.

JANUS, torpedo-boat destroyer, in reserve.

LINNET, gun-vessel, 756 tons, 2 heavy guns, 4-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

LIARD, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Hongkong.

OCEAN, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. C. Curzon Howe, C.B., C.M.G., A.D.C., Wooding.

ORLANDO, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

OTTER, torpedo-boat destroyer, Lieut. and Com. C. E. Mansel, Shanghai.

PHANTAS, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

PIGMY, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Singapore.

PIQUE, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

PLOVER, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

REDFISH, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Shanghai.

ROBIN, 1st-class gunboat, 2 guns, Lieut.-Comdr. G. C. Webster, West River.

ROSARIO, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.

SANDPiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.

SHIPS, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.

SWIFT, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

TAKU, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.

TAMAR, receiving ship, 4,500 tons, Commodore Powell, C.B., Hongkong.

TERRIBLE, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

TUFT, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

WATERWITCH, surveying-ship, 520 tons, Lieut.-Comdr. Lyne, Manila.

WHITING, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

WIVERN, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

WOODCOCK, river-gunboat, 2 guns, 500 i.h.p., Lieut.-Comdr. Watson, Kiu-kiang.

WOODCOCK, river-gunboat, 2 guns, 500 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

TORPEDO-boats in Reserve Nos. 8 and 20, 35, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

ADAMANTOR, Portuguese cruiser, 1,900 tons, Capt. Andrew, Hongkong.

ARBER, Austrian gunboat, 975 tons, Capt. W. Weber, Shanghai.

HOLLAND, Dutch cruiser, 8 guns, 3,